

TOWN OF AMHERST

TRAFFIC-SAFETY BOARD

ENGINEERING DEPARTMENT – 1100 NORTH FOREST ROAD, WILLIAMSVILLE, NEW YORK 14221
TRAFFIC SAFETY COORDINATOR - TELEPHONE 631-7154 - FAX 631-7222

AMHERST TRAFFIC SAFETY BOARD **September 4, 2024**

The September meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on September 4, 2024, Chairman Eric Fraas presiding. Chairman Fraas begins by asking if any changes or corrections are needed to the August 7, 2024 meeting minutes. Two corrections are noted. Chairman Fraas would like the spelling of his name corrected on page 4, top of the page. Greg Dionne would like the last paragraph on page 3 deleted as it was duplicated. Motion by Chairman Fraas, second by Cynthia Selden, to approve the minutes with corrections. Approved 8-0. Members in attendance are Chairman Eric Fraas, Dan Rider, Maxwell Kahn, Greg Dionne, Jennifer Michniewicz, Nicholas Alterio, Cynthia Selden and Helaine Sanders. Departmental Liaisons included William Prenevau from the Building Department, Scott Marshall from the Planning Department, Charles Persons from the Police Department and Chris Schregel, Traffic Safety Coordinator/Engineering Liaison. Guest list is on record at the Town's Engineering Department

There is no video or audio for this meeting due to technical difficulties; consequently, some detailed information may be absent from this written record.

NEW BUSINESS

1. The Paddock/Surrey Run & The Paddock/Hunters Lane - Request for "Cross Traffic Does Not Stop" signs. An item overview was presented to the Traffic Safety Board that included a description of the resident request, crash reporting, and a prepared map showing the area signage. Chairman Fraas opens up the public comment period for this item:
 - a) Jen Boeing, 94 Surrey Run. Further emphasized the need for a "Cross Traffic Does Not Stop" at the subject intersections.Board discussion followed with review of the crash reports, geometry, and signage. After discussion, Greg Dionne made a motion, seconded by Dan Rider, to install "Cross Traffic Does Not Stop" signage at both the stop-controlled approaches at The Paddock & Surrey Run, and The Paddock & Hunters Lane. Approved 8-0.
2. Frankhauser/Fairways – Request for guide rail. An item overview was presented to the Traffic Safety Board that included a history of the intersection reconfiguration and guide rail modifications. It was reported that the Highway Department improved the curve signage in the area after receiving the communication from the resident. Chairman Fraas opens up the public comment period for this item:
 - b) Bill Vaughan, 11 Fairways Blvd. Mr. Vaughan explained that the initial request to remove the guide rail was to eliminate just a small portion of the rail, in a manner to allow for mowing without going into the street. He further discussed the incidents where vehicle intrusion occurred.

- c) Judy Ferraro, 213 Donna Lea. Ms. Ferraro suggests the Board defer to the residents as they are most familiar with the area.

Chairman Fraas closes the public comment period and opens Board discussion. Dan Rider questions why the speed limit of Frankhauser cannot be lowered in this section instead of relying on the curve advisory sign, whereupon it was noted that it already is posted at the lowest allowable speed limit. After further discussion on the geometry and crash history, Chairman Fraas made a motion, seconded by Cynthia Selden, to extend the guide rail to the corner, deferring to the Engineering and Highway Departments for implementation. Approved 8-0.

3. Youngs Road – Pedestrian safety. An item overview was presented to the Traffic Safety Board that included a review of past Traffic Safety Board recommendations. Chairman Fraas opens up the public comment period for this item:

- a) Amber Sastry, 16 Pharaohs Court. Ms. Sastry, along with her three children, expressed concerns about the pathway's safety due to its proximity to the curb, encroaching vegetation, steep slope, and debris on the surface. The children are afraid to use it in its current condition. She requested that improvements be included in the overall bike route master plan.
- b) Heather Arnold, 62 Dauphin Drive. Ms. Arnold explains that she played a key role in having the pedestrian path paved 33 years ago. She notes that vehicles are speeding along Youngs Road and is requesting the installation of a barrier, as well as ongoing trimming of the trees.
- c) Dave Barth, 68 Dauphin Drive. Mr. Barth highlighted that the nearby Bassett Park is inaccessible via the pathway due to the dangers of traveling along it. He noted that the curb reveal on Youngs Road is too low, providing no protection, and mentioned that there is also a lack of street lighting on Youngs Road.
- d) Terry Hunt, 76 Kingview Court. Mr. Hunt is a runner and the combination of debris on the path along with the speeding cars is a dangerous combination.
- e) Drucy Borowitz, 50 Dauphin Drive. Ms. Borowitz occasionally rakes the path herself due to insufficient maintenance, as she has slipped on it in the past. She urges that previous recommendations from the Amherst Traffic Safety Board be implemented. Additionally, she seeks clarification on whether the maintenance of the path falls under the responsibility of the adjacent property owner, as she has heard in the past.

Chairman Fraas closes the public comment period, noting that he lives in the area and is very familiar with the pathway. The Board further discusses previous recommendations. Maxwell Kahn raises the possibility of installing roadside delineators. The Board also considers whether this area would benefit from street lights. Eric Fraas recounts several crashes he has witnessed, including one involving a driver who experienced a medical emergency. He then wonders why the west side of the pathway is not cleared like the east side, which would provide users an opportunity to 'escape' if a vehicle comes too close. All Board members continue to support the recommendation for an extended fog line. A motion is made by Eric Fraas, seconded by Maxwell Kahn, to:

- Recommend that the Highway Department proceed with the previously suggested recommendations #3 and #4 from the April 14, 2021 memo to Patrick Lucey. Specifically, place an emphasis on painting a solid white line for the Youngs Road bike lane where it currently ends at the south side of the Dauphin intersection. Extending this line as an edge-of-road pavement marking (also known as a "fog line") would improve the separation between pedestrians and motor vehicles.
- Recommend Highway Department clear some of the vegetation between the path and the private backyards along the entire length of the path. This clearance would provide additional space for cyclists and pedestrians to maneuver away from travel lanes when

needed. The clearing should be done carefully to maintain a vegetative buffer for adjacent properties while enhancing safety for path users.

Further, the Traffic Safety Board is requesting Councilmember Szukala adopt a resolution to:

- a) Incorporate path improvements into the bike master plan
- b) Ensure year-round maintenance by the Town
- c) Enhance lighting along Youngs Road
- d) Request that the Highway Department clear vegetation as described

Approved 8-0.

4. Chateau Terrace – Requested traffic study and rear driveway closure at Park School. Chris Schregel begins with a PowerPoint presentation providing a detailed recap of all the past reviews and actions by the Traffic Safety Board related to the Chateau neighborhood. Chairman Fraas opens up the public comment period for this item:

- a) Melanie Merrill, 97 Chateau Terrace. Ms. Merrill explains that the streets on Chateau Terrace are narrow, making the sidewalks unsafe as they run close to the curb. She notes that there is a combination of issues, as there are multiple groups of walkers in the neighborhood. Additionally, she has observed incidents of road rage in the area.
- b) Bob Drdel, 92 Chateau Terrace. Requests that an additional traffic study be conducted, and that the last one conducted was flawed.
- c) Jane Cox, 4584 Harlem Road. Describes traffic differences between Park School and the Park School camp. Requests an additional traffic study, and that the Town engage with Park School related to its vehicular operations. Explains congestion on Harlem Road contributes to the unwanted Park School travel in the neighborhood.
- d) Judy Ferraro, 213 Donna Lea. Explains the Town has rampant development and existing problems get exacerbated without the proper mitigation.

Chairman Fraas closes public comment period and explains the Traffic Board has done everything it could possibly do with exception of closing the Park School rear access. Chairman Fraas makes a motion, seconded by Dan Rider, recommending that the Highway Department close the rear access to Park School, permitting access only for emergency vehicles. During discussion, Nick Alterio questions if the closure could only be for trucks, to which the Board did not agree. Scott Marshall pointed out there is a need to maintain the access and remove snow if there is a closure of sorts. Motion passes 8-0.

5. Lehn Springs – Traffic concerns. An item overview was presented to the Traffic Safety Board that included a description of the resident request, crash reporting, and a turning movement count provide by the Miovision System. With only 88 turns per day coming in the direction of concern, with no crash reports during that movement, the item was received and filed.
6. Audubon Development – Traffic Control Devices at various intersections. An item overview was presented to the Traffic Safety Board that included a map of Town-owned roadways in the Audubon Community that lack any traffic control devices. Chairman Fraas points out that per the MUTCD, intersections of low volume can remain uncontrolled and without stop signs. In this particular neighborhood, however, the signage is inconsistent. Some cul-de-sacs and side roads have stop signs, others do not. As such, a motion is made by Chairman Fraas, seconded by Nick Alterio, to install stop signs where missing and as indicated on the screen. Approved 7-1, with Dan Rider opposed.

Chairman Fraas asks if there is any other new business -- none being heard, he closes New Business and opens Old Business.

OLD BUSINESS

- A. Sundridge / Cascade Florence – Speed and Volume results. Held pending counts during school time.
- B. Sunset Court – Roundabout discussion. An item overview was presented to the Traffic Safety Board that reviewed the roundabout demonstration. Videos were shown of reckless driving with and without the roundabout deployed. Additionally, comparative traffic speed analysis from before and during roundabout deployment are displayed. It was documented that the roundabout was beneficial in the eastbound direction, east of the deployment, and showed speed increases in the opposing direction west of the roundabout. Chairman Fraas opens up the public comment period for this item and the following residents spoke:
- Kerrie Daniels, 147 Sunset Court.
 - Richard Daniels, 147 Sunset Court.
 - Eddie Allen, 155 Sunset Court

All residents in attendance were not in favor of the roundabout and said safety worsened, and it would be more of hazard to their property if constructed. One resident said they would likely move out if constructed.

Maxwell Kahn said the Town should consider curbing the road in the center of the bulb as a typical roadway section, extending the driveways as part of the improvement. A quick sketch was drawn up. All members agree this would be the best solution, albeit a considerable amount of work. Motion by Nick Alterio, seconded by Greg Dionne, to extend driveways and establish a typical roadway section in the old cul-de-sac bulb. Technical memo to the Town Board to follow.

- C. Brompton / Park Club Lane – Before and after results. Chris Schregel provides results of a before-and-after study for the recently deployed radar feedback signs on Brompton Road and Park Club Lane. Results are on file at the Engineering Department, but all indications show that there was a reduction in speed by 2-4 mph after the devices were deployed.
- D. Grasspoint Drive – Speeding and other traffic safety concerns. Item received and filed. Residents are holding a separate meeting with Town staff to voice their concerns.
- E. Getzville Road and Elmhurst Road Intersection – Held for counts. The Traffic Safety Board reviewed recent counts at the intersection along with an All-way Stop Analysis that indicates warrants are not met to sign this as an all-way stop. Received and File.
- F. Homecrest & Hillcrest Drive Intersection – Held for Counts.

Chairman Fraas asks is there any other old business – hearing none, he closes the Old and New Business portions of the meeting.

SITE PLANS / REZONING

SUBJECT: Proposed Creekview Apartments – Parking Revisions
ADDRESS: 2400-2402 North Forest Road (NCD)
PETITIONER: 2402 North Forest LLC

☒ **PROPOSED MINOR SITE PLAN IS**

☒ **APPROVED AS SUBMITTED**

Meeting adjourned at 10:00 pm. The next meeting is scheduled for October 9, 2024.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator